

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

DECEMBER 2017



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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

NSW Inc Assn Reg'd No Y0354245

Founded 1955 - MGs and MOTORSPORT

Club address:

PO Box 632, HAMILTON NSW 2303

Website address:

www.mgcarclub.com.au

Clubrooms:

Northcott Park, Cobby Street, Shortland

Monthly Meetings

2nd Friday of month 7.30pm

**RINGWOOD PARK
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Ted Dial

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Coming Events DECEMBER 2017

Fri 1		HVG School	Ringwood
Sat 2	MGCCN	Supersprint	** Cancelled ** Circuit Italia M
Sun 3	MGN HR SYD	MG Veh Hillclimb A2A	**New Date** Ringwood M
Mon 4		Magazine Assy	2:00 pm Cobby St M
Mon 4		HVG School	Ringwood
Wed 6		Speed Panel	7:30 pm Cobby St M
Thurs 7		Dads Army	Ringwood
Fri 8		Presentation/Xmas Party	6:30 pm Cardiff RSL
Sun 10	MGCCN	Club Rooms Working bee	Cobby St
Tues 12		Board Meeting	7:30 pm Cobby St
Thurs 14		Dads Army	Ringwood
Fri 15		School Term Finish	
Mon 25		Christmas Day	
Tues 26		Boxing Day	

Coming Events JANUARY 2017

Mon 1		New Years Day	
Mon 1		New Years Day	
Wed 10		Speed Panel	
Wed 10		Speed Panel	8:00 pm Cobby St M
Fri 12		Club Night	8:00 pm Cobby St M
Fri 12		Club Night	7:30 pm Cobby St M
Tues 16		Board Meeting	7:30 pm Cobby St M
Thurs 18		Board Meeting	7:30 pm Cobby St M
Thurs 18		Dads Army	Ringwood
Thurs 25		Dads Army	Ringwood
Fri 26		Australia Day	
Thurs 25		Dads Army	
Fri 26		Club Run	Ringwood
Fri 26		Australia Day	Murrays Beach M R1
Sun 28	MGCCN	Hillclimb A3	Ringwood M TS1 CC1 R2
Fri 26		Club Run	
Tues 30		School Term Start - East	Murrays Beach M R1
Sun 28	MGCCN	Hillclimb A3	Ringwood M TS1 CC1 R2
Tues 30		School Term Start - East	

Coming Events - FEBRUARY 2017

Thurs 1		Dads Army	Ringwood
Fri 2		Bathurst 12 Hour	Mt Panorama
Sat 3		Bathurst 12 Hour	Mt Panorama
Sun 4		Bathurst 12 Hour	Mt Panorama
Mon 5		Magazine Assy	2:00 pm Cobby St M
Tues 6		School Term Start - West	
Wed 7		Speed Panel	8:00 pm Cobby St M
Thurs 8		Dads Army	Ringwood
Fri 9		Club Night	7:30 pm Cobby St M
Sun 11	MGCC N	Khanacross	Ringwood M KC1 CC2 Dirt/ Tar
Sun 11	HDCC	STATE Khanacross Rd 1	Hampton
Thurs 15		Dads Army	Ringwood
Sun 18	MGCC N	CAMS Club Challenge A2	Ringwood M
Tues 20		Board Meeting	7:30 pm Cobby St M
Thurs 22		Dads Army	Ringwood
Sat 24	MGCC N	YDDC 1	Ringwood M
Sun 25	MGCC N	Club Run	TBA M R3

Legend

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

Please contact the respective Panel Chairman or Michael Snow to confirm that an event is still being conducted. Also check the website as late cancellations do happen.

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Vacant

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Greg Hunter	0412 493 711

PRESIDENTS REPORT

In my report last month, I claimed this year's Mattara Hillclimb was the 60th Mattara Hillclimb. It has been pointed out to me that this is incorrect as the "Mattara" name wasn't adopted until some years after the first KEP Event. There were 58 years when Hillclimbs were held at King Edward Park.

The Annual General Meeting and Election of Board members for 2018, has been held and has resulted in only a few changes to the make-up of the Board. Leo Frodl and Rose Cogger-Collins are both standing down and I thank them both for their valuable contributions to the Club.

Chris Fernance will take over the Autotest Co-ordinator role from Leo and Rick Vincent is moving from "Publicity" to "Committee 1".

We welcome Bernard Corbett back as "Rally Panel Co-ordinator" a role I feel he will do a great job in. Bernard is returning to the Board, having already served for 7 years between 1978 and 1992. Welcome back!

We do still have a few vacant positions to fill or have covered by the rest of the Board. The AGM is where I reported on the year just gone. The review contained too much to put in this report, but suffice to say it has been another very strong year for the Club. We have continued to run events covering most disciplines that are basically suited to club level competition, as well as the couple of higher status events that we have in the past. Our Treasurer reported that the Club continues to be strong financially. Because we are in such a strong financial position the Board has determined that we hold membership fees at the same level for another year, absorbing any cost increases in the general overheads associated with the running of the Club.

The past few days have all been about the Supercars coming to town with their support categories to fill out the program. While I personally don't support the concept of "Street Circuits", it is obvious that a lot of people do. The logistical effort that went into getting the east end of Newcastle set up and ready in such a short time, must be admired. I just don't like the fact that many race outcomes are determined by luck and the concrete walls! I also would like to see just some of the money that is spent each year on temporary street circuits go into permanent venues. Unlike street circuits, these would be available all year and to club level racers on many weekends.

I guess there are many who made a lot of money out of the Supercars weekend, so conversely, there would have been a lot spent too. This must give the local economy a welcome spike in the lead up to Christmas.

We wound up the 2017 Club Championship calendar with the Concours on the 19th November at Cobby Street. This year, by participating in this event we saw Steven Woods overtake Chris Fernance in the Championship points tally, to win by a narrow margin.

When we set up the scoring method for the Alan Bates Memorial Trophy for the Hillclimb Series, we hoped it would be open to many competitors and that the result

would be close. We didn't really expect a tie, (even though we included a tie breaking methodology, just in case!) In the end 1/100th of a second could have changed the result. I congratulate all members who have competed and managed to win their respective class in the various event categories we run. Our Annual Presentation Night & Christmas function, is on this Friday night at Cardiff RSL. Unfortunately, if you have not purchased your tickets by now you are too late as we had to pay up front for the function meals. By the time you read this, the year's activities are all but over, however the Board is already working on next years events calendar, again Michael Snow is the man trying to put the "jelly" that is the draft calendar together. This is not an easy task as most State Series calendars have not been released. Our First competition events will be as per the "Coming Events" in this magazine, with more to come in the February 2018 edition.

Finally, I wish you all a Merry Christmas and a Happy New Year.

Stay safe and enjoy the break.

I look forward to seeing you at an upcoming event.

Yours in MGs & Motorsport

Dave

Disclaimer: The views and opinions expressed within Clubtorque are those of the individual or organisation and not necessarily those of the Editor or MG Car Club Newcastle Inc.



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NEW MEMBERS

New members to be approved by the board to join the club:

ADAM DARBY – ASSOCIATE MEMBER – MAZDA 3

LUKE DALEY - ASSOCIATE MEMBER

PAUL GRIFFITHS – ASSOCIATE MEMBER – TOYOTA MR2

BILL TOCHER – ASSOCIATE MEMBER – RENAULT MEGANE RS250

STEPHEN PALMER – ASSOCIATE MEMBER – TOYOTA MR2

LUKE SWEENEY – ASSOCIATE MEMBER – SUBARU WRX

CHRISTOPHER DAWSON – FULL MEMBER – 1970MGB GT

CHRISTOPHER DAWSON JR – FULL MEMBER

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2017 Annual Concours

This year we returned to Cobby Street for our own Concours & Show and Shine day. While the weather was overcast, there was no hint of rain, and the cloud cover made for a pleasant summers day in the park.

The event is as much a social outing as a serious competition, with only a few people really doing full Concours preparation work on their cars. It was very easy to see those cars that had been worked on and those that hadn't. (Like my 240Z).

Unfortunately, the MG Marque was very poorly represented (numbers wise) at this years event. This was a bit disappointing and a surprise given the number of cars that would have been made ready for the Supercars Driver Parade.

While the numbers were low the variety of cars on show was diverse. Ranging from near brand-new Subaru BRZ back to Terry Perkins Nota Consul Race Car and further back to Jeff Newey's always immaculate MGTC. While not entered in the Concours – The Formula 2 car owned by Dick Edwards was on display too. (It is for sale – see advert in this magazine)

Thanks to Chris Finch, we had a light lunch during the presentation and the day was a chance for people to catch up, have a chat and look at the cars on display. It was the final event for the year and where the Club Championship for 2017 was decided.

I guess the question for 2018 is how do we get the numbers up?

Class : - EARLY MGs – MGA and Earlier			
1 st Jeff Newey			
MG TC			
Class : - MGBs – All Models			
1 st Alistair Leask			
MGB GT			
Class : - Modern MGs – Sports and Sedans			
1 st Fran Hodgson	2 nd Lyall Clarke	3 rd Darren Hodgson	
MGZR	MGF	MGTF	
4 th Bryn Baverstock			
MGTF			
Class : - Historic Registered Cars (Non MG)			
1 st Brian Redford	2 nd Ted Dial	3 rd Allan Evans	
Bond Bug	Mazda RX7	Triumph TR7	
4 th David Atkins			
Datsun 240Z			

Class : - Other Marques - Modern		
1 st Ken McLeod	2 nd Leanne Woods	3 rd Steven Woods
Mercedes SLK 200	Renault Clio 200ST	Renault Megane 275RSR
4 th Bob Millington	5 th John Finch	
Subaru BRZ	Mazda MX5	
Class : - Competition Cars and Specials		
1 st Terry Perkins	2 nd Rose Cogger-Collins	3 rd Christian Thompson
Nota Consul	JWS	JB Clubman

1st Place Junior – Christian Thompson



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PUBLICITY

Hi Guys,

Well how did you like the Supercars? What an amazing weekend. With 193,000 motor enthusiasts pouring through the gates over the three days to watch the action and was there some action, particularly with Mc Laughlin and Lowndes on the last lap. Whincup didn't have a clue what was going on, no idea he actually won the championship, brilliant effort.

Newcastle certainly put on its best face for the watching world of motorsport, the circuit looked spectacular with the beautiful beaches in the foreground, the whole show was a tribute to Supercars and Newcastle City Council, being able to change so much of the East End to make the weekend such a success.

The Supercars drivers parade which highlighted our club brilliantly with the new regalia and 28 immaculately presented MG cars. We received priceless promotion for the club with two drive pass runs around the circuit, and receiving PA announcements. I managed to sign myself out of John Hunter to make sure I could be a part of it and all went well until Roses MG F decided to lay down and die in Hannell Street right before the parade!!

So a few urgent calls were made to Supercars for a replacement, Rick Kelly came to the rescue with his promo ute, so we were back to a full crew.

The parade was a huge success, and I must thank MGCCN & MG Hunter Region members for their time and presenting such a great image of the clubs.

Changing the subject a little, our distinguished past presidents, namely Greg Hunter and Bryn Baverstock were subject to a rebore operation. I don't think I should describe the actual process of the operation other than to say if you are visiting Ringwood and one of these two gentlemen were in the toilets don't be alarmed if you hear the sound of a noisy tap, the mind boggles.

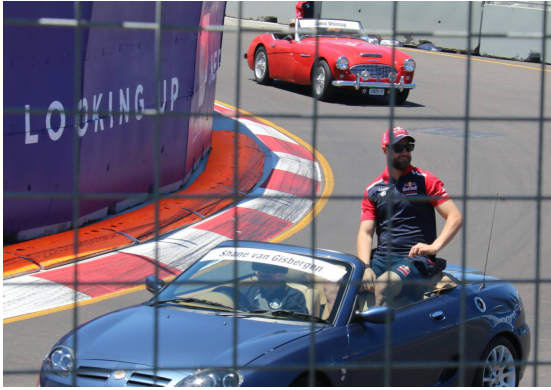
To all members and their families, I wish you all a very Merry Christmas and a prosperous New Year.

Keep your tyres hot.

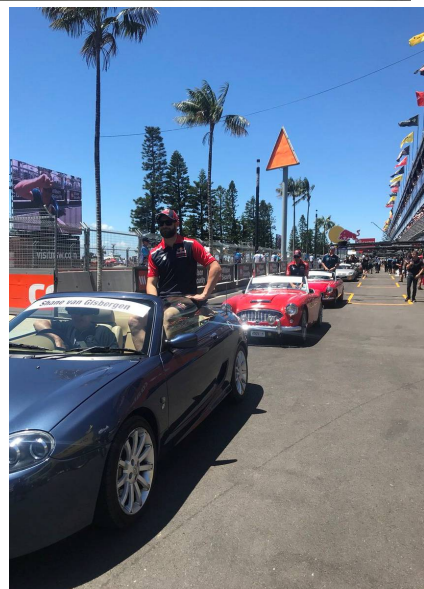
Regards,

Rick





THANK YOU
RICK FOR ALL
YOUR EFFORTS
IN GETTING THE
MGCCN UP
THERE IN THE
PUBLIC EYE!
ROLL ON NEXT
YEAR.
FROM ALL
YOUR DRIVERS



AUTO TEST CO-ORDINATOR

11th November Last Khanacross event for the year, and what a great and diverse field. There were twenty starters on the day of which six were juniors which is great to see the younger members taking up the challenge of competition.

The weather on Saturday was perfect although a bit of rain the night before would have been good as the dust became thicker later in the day.

There were lots of interesting story's on the day, Duane Cribb in the lancer told me he had a smaller turbo fitted than last time he came up from central coast, this time he ONLY had aprox 230KW at all four wheels, last time it was 300. And those who were there will know, the car is always driven with extreme enthusiasm. Great sportsmanship shown by Christian Thompson who shared his car with Alex Frodl after Alex's car had clutch problems the day before the event, both drivers in contention for junior championships. Michael Fraser showed that an MGF can be driven on the dirt with enthusiasm. Chris Fernance bouncing the car off the rev limiter as usual (is there one fitted?).

Outright on Dirt/Tar were –

1st Kenneth Atkins – Buggy

2nd Luke Sweeney – WRX

3rd Duane Cribb – Lancer

Tar only results

1st David Wykes - Buggy

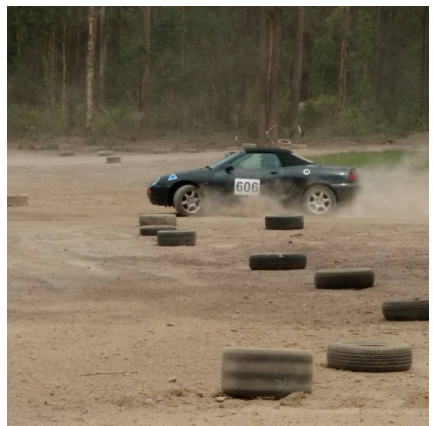
2nd Kenneth Atkins – Buggy

3rd Luke Sweeney – WRX

Full results are on the club website.

As this will be my last report as Autotest Co-coordinator, I would like to thank all those who have helped over the last two years Daryl and Jason Gregory, Kerry Woolard, Michael Snow, Libby Fernance for the great catering and all the other time keepers and supporters. Without your help these events cannot exist.

Cheers Leo Frodl



REGISTER SECRETARY REPORT

There are now 116 Historic Vehicles registered with the RMS through the car club. So far in November five new vehicle registrations have been processed including the following:

1970 MGB GT 1954 MG Magnette 1976 Porsche 911 1973 Triumph TR6
1961 Jaguar MK2

The RMS has advised that the 60 Day Logbook Trial has been extended for another two years until October 2019. MGCC Newcastle is registered to take part in this trial which gives car club members, who nominate when applying for Historic Registration, 60 Days/year private usage of their vehicle in addition to the authorised events nominated by the car club. This means that you may use your vehicle for up to an additional 60 days outside of car club events, provided you record your journeys in the logbook provided by the RMS. Maintenance runs and deviations from the direct route to and from nominated car club events should be recorded in the logbook.

There has been some confusion recently with enquiries to the RMS where a member has been given a Declaration Form relating to a Classic Vehicle. Although the term Classic Vehicle is somewhat generically used for an old and interesting car it does have a more specific interpretation in regards to vehicle registration in NSW. Classic Vehicle Registration is for vehicles 30+ years old that have been modified, or are, period recreations. It is intended for vehicles such as Hot Rods and Custom Cars. There are only two motor club associations currently listed on the RMS web site authorised in regard to Classic Vehicle Registration. The process of deciding vehicle eligibility is more involved requiring assessment by a team of nominated experts.

MGCC Newcastle is authorised to validate vehicles for Historic Registration only. The criteria being that the vehicle must be 30+ years old and substantially to original specification. Period modifications are permitted as are safety related modifications such as fitting of seat belts and indicator lamps where not originally fitted. Rules relating to the Registration of Historic Vehicles can be found on the RMS website.

There is a very interesting variety of Historic Vehicles registered through the club. I encourage the owners of these vehicles to bring them along to the car club events so that they may be enjoyed by us all as a general body of car enthusiasts. There were four Vehicles on Historic Registration Plates entered in the Clubs recent Annual Concourse event. None of these vehicles were concourse prepared entries they were all well used classics of great variety. Vehicles displayed were: -

Bond Bug – Brian Redford
Triumph TR7 – Allan Evans

Mazda RX7 – Ted Dial
Datsun 240Z – Dave Atkins

Allan Evans – Register Secretary

MG ONLY DAY AT RINGWOOD

An excellent day again at Ringwood where unfortunately only a small entry of MG's turned out for there own MG only day. This did not deter the drivers from having a great time in testing there regularity skills against the clock.

There were three runs each to give you a time to work on & then the idea was to get as close to that time as possible over the next five runs.

The fastest time of the day was Darren Hodgson with 58.95

There were 3 teams for the Regularity component, 2 from MGCCN and one from MG HR with Newcastle N1 taking out first spot with Lyall Clarke, David Walker, Darren Hodgson and Fran Hodgson.

Other classes were

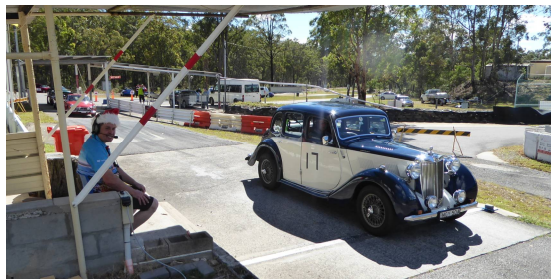
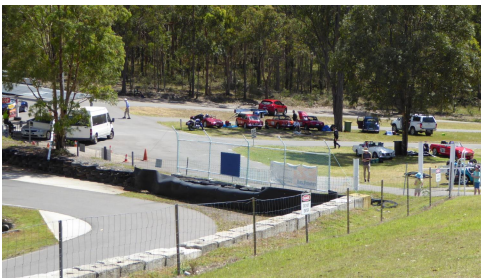
Road Registered Classic under 2 litre	1 st in Class	Austin Blanch	MG HR	MGA	
Road Registered Classic Over 2 litre	1 st in Class	Peter Fogarty	MG Sydney	MG Y	
Road Register Modern under 2 litre	1 st in Class	LyallClarke	MGCCN	MGF	
Not Road Reg Modern under 2 litre	1 st in Class	Darren Hodgson	MGCCN	MGF	
Most Consistent in Regularity	1st	Darren Hodgson	MGCCN	MGF	1.43 sec
Most Consistent in Regularity	2nd	Wayne Lewis	MGCCN	MGF	1.44sec



INTERESTED?

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TRIUMPH TRIBULATIONS

I have been trying to identify and resolve an intermittent problem with my Triumph TR7 for the best part of a year. The delay in getting to the bottom of the problem was attributable to a number of factors; its intermittent nature, limited use of the car on historic registration and a number of planned and unplanned trips away all of which added to my frustration at not getting it sorted.

First sign of trouble was when I noticed the engine would miss part way around the Raymond Terrace roundabout on my way home from Ringwood Dads Army. Suspecting it may be fuel surge I re-ran the fuel line into the mechanical pump, giving it a more direct route and checked the float levels in the carburettors, which made no difference. Over time the problem got worse, the car would run perfectly for about 25 kms when it would start to miss again. On some occasions it would instantly cut out, although thankfully it always restarted and got me home. It was around this time that we had a number of 30+ degree days and I wondered if it might be heat related.

My TR7 is basically standard having a conventional ignition system with a distributor, coil and ballast resistor, the only mod being the points replaced by a Piranha electronic switching unit. The instant cutting out, led me to suspect an electrical problem with the ignition so I commenced a series of fault finding strategies, attending to one part of the system at a time, and then test driving the car in a process of elimination. I swapped out the plugs, the HT leads, the coil, the ballast resistor with spare items I had on hand, but it made no difference.

The coil is mounted to the rear of the motor low down on the fire wall and the wiring is exposed to a fair amount of heat. Focussing on the cables and connections I found one where the cable pulled out of the spade end terminal and another where the terminal rotated on the cable. All apparent electrical anomalies were fixed and still the car misbehaved.

At this point I sought some professional help and arranged to take the car over to John Collins. John attached a timing light to the HT lead to monitor the ignition output and we drove up and down the Pacific Highway waiting for something to happen. After quite a while we decided we had given chance long enough, I manoeuvred into a U turn lane to head back to John's place and at that moment the motor instantly cut out. John determined from all indications it appeared to be an electrical issue and in view of the work I had already done, that it may be the Piranha Ignition System breaking down under heat stress.

Back at home I contacted Piranha to see what could be done with the electronic ignition system. They had a new control unit in stock but the distributor adaptor kit could be up to six months away. Discussing more immediate options they offered to test my system free of charge if I posted it to them. A week later I heard from Piranha they had tested the unit and everything was fine. When I checked if they had tested it under heat stress they said yes up to 35 degrees C. I commented that the test was basically inconclusive as the car had been operating in ambient temperatures of 35 C and under bonnet temperatures would be probably more like 60 C. They said that ~~was the best they could do and would send the unit back.~~

Getting the unit back took three weeks as Australia Post sent it on a holiday to Bernie, Tasmania. When it finally arrived at my place I fitted it back in the car relocating the control unit to the other side of the firewall in the cabin. At the same time I fitted a temporary LED light in the cabin to monitor the electrical input to the coil in case the ignition switch was playing up. Further testing determined nothing had changed and when the motor did cut out the LED light was still illuminated.

Time for plan E or was it F? I had a spare distributor with points that could be swapped out with the electronic unit eliminating that possibility from the situation. With parts in hand I headed back over to John who would check out the distributor, change it over, re-time the ignition and for good measure check how well I had balanced the carbs using the ear to tube to inlet method. Work done the car ran great all the way home until the last but one corner where I felt it missed heading up the slope, or was I imagining that? Another run to Ringwood confirmed my worst fears.

A trip away intervened and on returning home I was keen to get to the root of the problem, but not so keen to start fiddling again with the electrics. So I started with the fuel system where the only issue I identified was the diaphragm starting to deteriorate in the fuel pump. I could not get a repair kit so I ordered a new pump. The pump arrived with no instructions and no arrow indicating direction of flow. A phone call later I was assured it was a direct replacement for the original, "just bolt it in and connect it up". The pump looked very similar to the old one and bolted in ok however I did discover when the car would not start that the inlet and outlet ports were reversed. This helped identify a second problem that was compounding the first, on removing the feed hose connection to the pump no fuel ran out. Thinking there might be a blockage I disconnected the pipe at the fuel tank and only a dribble of fuel appeared, when the gauge was indicating the tank was half full. So on top of electrical problems I had been unwittingly running out of fuel. With the gauge sensor fixed, fuel pump connected correctly and a tank full of petrol, the car was still misbehaving.

Now convinced that I was chasing just an electrical problem and recognising that the LED light monitoring the low tension input side of the coil remained illuminated when the fault occurred, I focussed my attention on the earth side of the circuit. I removed, inspected and cleaned all engine and body earth connections. I even disconnected the tachometer in case that was going to ground, but still no improvement. Now more than a little irritated the only strategy I could think of was to go back to basics and check everything out again.

Having swapped the spark plugs and double checked the connections, all to no avail, I again bridged out the ballast resistor in case that was playing up. The motor started first turn of the key as usual and was sounding sweet when all this grey smoke appeared from the left side of the bonnet. I killed the ignition immediately and looked under the

bonnet for the problem. It was getting dark at this stage I could not see anything amiss so rolled the car back into the garage to await attention in the morning.

Brian Redford a new member to the car club was aware of my struggles to get the Triumph sorted and had kindly offered to give me a hand. Whilst I got out the tools Brian looked in the area where I had seen the smoke coming from to see if he could find the culprit. Brian spotted a cable that looked decidedly cooked and on further investigation we identified it as the lead that supplies 12Volts to the coil on start up. The cable follows a tortuous path across the bulkhead at the rear of the motor, down under a heat shield to the starter solenoid. We made up and fitted a replacement cable and the Triumph has behaved itself since. So the problem was caused by this cable normally only active during start up, moving around and shorting out against the body. When this happened it took the current from the 6V supply to the coil which interrupted the ignition but not the LED monitoring light I had fitted, which needs very little current to illuminate. At 6V the short had insufficient energy to burn out the cable, but when exposed to 12V when the ballast resistor was bridged out, the cable burnt and the problem was identified.

In the end I was lucky that the short occurred at the same time the cable was at 12V, due to the ballast resistor being bridged out. Lessons learnt in hindsight; don't use an LED as a test lamp and don't always believe what the gauges tell you. I was led into a false sense of security by the LED that all was good on the input side of the coil. If I had physically inspected that hard to get at cable early on I could have saved myself a lot of angst, time and expense.

Allan Evans



REGISTER CAPTAINS REPORT

We had a good day for the final Clubrun for this year to Caves Beach on Tuesday 21st November with 17 stater on a perfect day. We met at Maccas Swansea and then it was only a 5 minute run to Stuart Chalmers Park adjacent to the Caves Beach Surf Club. The electric bbqs and undercover seating arrangements with the noise of the ocean and a 25 degree sunny day made for a perfect setting and I can recommend this site to all. Thanks to all who supported the Clubruns this year and I hope you can join us next year for a new program to enjoy a day out in your special car.

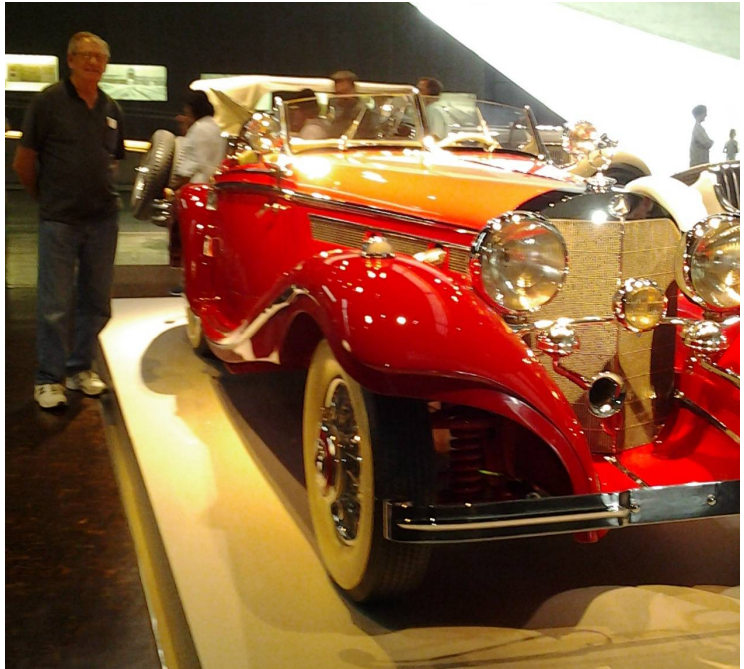
As there is no magazine for January, I need to let you know that the first event for 2018 will be the Australia Day run to the Lakeside Café at Murray's Beach for brunch on the 26th January. We have been there for the past 2 years and it's always a popular day out so I NEED BOOKINGS.

I have made a block booking so please advise me of your intension to attend as soon as possible. For those of you who haven't been before, proceed on the Pacific Highway south of Swansea and take the Murray's Beach exit a couple of klms south of the Swansea roundabout. We are booked in for 10.30am.

If I don't catch up with you at the Christmas party, I wish you and your families a happy and safe holiday period.

Ken McLeod
Register Captain

Our intrepid
traveller, Mercedes
fan & Register
captain Ken
McLeod



No.	Name	Club	Vehicle	Class	Time
1	55 Darval THOMAS	MGCCN	JWS Pens HC2	Tp 5 u 2 ltr	105.84
2	641 Elizabeth BROWN	MGCCN	PRS RH01	Tp 5 u 2 ltr	107.25
3	213 Christian THOMPSON	(MGCCN	JB Clubman	Jun Spec	108.49
4	13 Shannon JEFFRIES	MGCCN	JB Clubman	Grp 2A/2C u 2 ltr	109.25
5	444 Mitch CRAIG	MGCCN	Gemini Coupe	Tp 4 o 2 ltr	109.45
6	99 Rick VINCENT	MGCCN	Lotus Elise 111R	SV T4WD/4WS o 3ltr	109.61
7	71 Raymond BROMLEY	MGCCN	Lucalia Clubman	SV T4WD/4WS u 3ltr	111.02
8	183 Warwick BERGE	MGCCN	Datsun 1200	Tp 3 u 2 ltr	111.57
9	321 Dylan GERRISH	MGCCN	Ford Focus RS	SV T4WD/4WS o 3ltr	111.62
10	30 Bill TOCHER	()	Renault Megane RS250	Tp 2 o 2 ltr	112.70
11	514 Joel BUCKLAND	MGCCN	Nissan 200SX	SV T4WD/4WS o 3ltr	113.02
12	3 Bryn BAVERSTOCK	MGCCN	GRP Terrapin	Grp 2A/2C u 2 ltr	113.79
13	10 Steve WOODS	MGCCN	Renault Megane RS275	Tp 2 o 2 ltr	114.11
14	132 Jayedon THOMPSON	MGCCN	JB Clubman	Jun Spec	114.80
15	83 Steve BRYDIE	MGCCN	Datsun 1200	Tp 3 u 2 ltr	115.13
16	49 Lawrence CONSTABLE	MGCCN	Hillman Imp	Tp 5 u 2 ltr	115.79
17	180 Russell WEST	MGCCN	Datsun 180B	Tp 3 u 2 ltr	116.19
18	330 Jeff SCHMITT	MGCCN	BMW 330ci	Tp 1 o 2 ltr	116.90
19	279 Wayne LEWIS	MGCCN	MG F	MS Modern 1.4 - 2 ltr	117.58
20	690 David MITCHELL	MGCCN	VX Commodore	Tp 3 o 2 ltr	117.66
21	236 Luke KILBY	MGCCN	Toyota Soarer	SV T4WD/4WS o 3ltr	118.63
22	263 Andrew GOUGH	MGCCN	Nissan 200SX	Special Vehicle o 3 ltr	118.74
23	48 Jeff NEWEY	MGCCN	MG B	MS Classic 1.4 - 2 ltr	119.39
24	43 David Brett HARRIS	MGCCN	Honda Integra	Tp 2 u 2 ltr	119.72
24	53 Harry HARRIS	MGCCN	Honda Civic EG	Tp 2 u 2 ltr	119.72
26	847 Matt GRANGER	MGCCN	Ford Falcon XR6	Tp 3 o 2 ltr	120.09
27	78 Andrew RIGG	MGCCN	Toyota Starlet	Tp 4 o 2 ltr	120.15
28	360 Darren LINDSAY	MGCCN	VP Commodore	Tp 3 o 2 ltr	120.51
29	73 Bill KELLY	MGCCN	Holden Gemini	Tp 3 o 2 ltr	121.08
30	70 Brian SUTTON	MGCCN	Caterham Cosworth BDR	O/C Sports 2A/2C u 2 ltr	121.19
31	553 Adam HARRIS	MGCCN	Honda Civic	Tp 2 u 2 ltr	121.92
32	85 Richard JOHNSTON	MGCCN	Nissan Bluebird	Special Vehicle o 3 ltr	122.05
33	12 Damien SPINKS	MGCCN	SRT Mk1 F Vee	Tp 5 u 2 ltr	122.36
34	314 Chris FERNANCE	MGCCN	Chrysler Lancer	Tp 3 u 2 ltr	123.19
35	791 Bronwyn LEWIS	MGCC	MG F	MS Modern 1.4 - 2 ltr	123.52
36	51 Llyall CLARKE	MGCCN	MG F	MS Modern 1.4 - 2 ltr	123.96
37	841 Mark GRANGER	MGCCN	Ford Falcon XR6	Tp 3 o 2 ltr	124.47
38	744 Luke GARLAND	MGCCN	Ford FocusZetec	Tp 2 u 2 ltr	124.48
39	170 Ron GALLAGHER	BLCC	Ford Capri	Tp 3 o 2 ltr	125.02

40	359	Matthew WHITWORTH	MGCCN	Subaru Liberty	SV T4WD/4WS u 3ltr	125.75
41	31	Robert JACKSON	MGCCN	Honda Integra	TP 2 u 2 ltr	126.77
42	161	Terry PERKINS	MGCCN	Mazda MX5	MS Modern 1.4 - 2 ltr	127.03
43	451	John TARRANT	MGCCN	Nissan Skyline	Special Vehicle o 3 ltr	127.50
44	605	Richard GRANT	MGCCN	Mazda RX7	TP 2 o 2 ltr	127.81
45	40	Paul GRIFFITHS	MGCCN	Toyota MR2	TP 3 o 2 ltr	128.31
46	246	Paul WHITWORTH	MGCCN	MG B	MS Classic 1.4 - 2 ltr	128.36
47	68	Stephen PALMER	MGCCN	Toyota MR2	TP 3 o 2 ltr	129.03
48	188	Tara MOWETT	WAC	Datsun Stanza	TP 3 u 2 ltr	129.48
49	158	Mark JANUS	MGCCN	Mazda MX5	MS Modern 1.4 - 2 ltr	131.06
50	116	Allan EVANS	MGCCN	Triumph TR7	TP 1 u 2 ltr	133.21
51	707	Barrie COADY	MGCCN	Toyota Celica SX	TP 1 u 2 ltr	135.82
52	296	Gary PIPER	MGCCHR	MG B	MS Classic 1.4 - 2 ltr	136.20
53	7	Doug RAE	MGCCN	MG Midget	MS Classic u 1.4 ltr	139.02
54	67	Randolph FERNANCE	MGCCN	Chrysler Galant	TP 2 u 2 ltr	139.09
55	118	John STUART	MGCCHR	MG B GT	MS Classic 1.4 - 2 ltr	139.52
56	46	Cindy MCMECHAN	MiniCC	Morris Mini	TP 1 u 2 ltr	149.04
57	404	Nicholas FERNANCE	MGCCN	Mitsubishi Galant	Jun Prod	159.77



Results & pictures from Ringwood hillclimb 12/11/17

Top left Junior Nicholas

Fernance

Top right. Brian Sutton in the Caterham

Bottom. Over two hundred years of experience! Doug Rae at left, car owner Glen Parsonage at right & works driver Bryn Baverstock!



CLUB CAPTAIN'S REPORT

Hi members,

Another year of events and competitions has come to an end, and the list of trophy winners is included. The most closely contested trophy was for the Alan Bates Memorial Hillclimb Championship. Well done to Harry Harris and Warwick Berge, who finished equal 1st with 81 points. Unfortunately, there can be only one champion, and a count back had to be applied. Congratulations to Harry Harris, who was declared the champion. The first 10 placegetters are:

ALAN BATES MEMORIAL HILLCLIMB POINTS

NAME	No. Events	Rank	Points
Harry Harris	6	1	81
Warwick Berge	6	1	81
Rick Vincent	6	3	80
Dylan Gerrish	6	4	79
Lyllal Clarke	6	5	75
Mitch Craig	6	5	75
Jeff Schmitt	6	7	74
Jeff Newey	6	8	72
Steven Woods	6	8	72
Christian Thompson (J)	6	10	69

The Tar Speed point score system will change slightly for the 2018 season. The committee has voted to remove the "one off event/11 bonus points for officiating" at a Ringwood hillclimb. In the past few years this has been applied to the Tar Speed Classes point score only. It has not been applied to the Club Championship and Alan Bates point scores. Next year it will not be applied at all.
Merry Christmas & all the best for 2018,
Gregg

MGCCN 2017 TROPHY LIST

Club Member of the Year

- 1st Michael Snow
- 2nd David Atkins
- 3rd Leo Frodl

Chris Dodds Club Championship

- 1st Steven Woods
- 2nd Christopher Femance
- 3rd Doug Rae

Judith Rae Ladies Championship

- 1st Madelon Corbett
- 2nd Bronwyn Lewis

Paul Daley Junior Championship

- 1st Christian Thompson
- 2nd Alex Frodl

Alan Bates Hillclimb Champion

Harry Harris

Lions Club Trophy Champion

Doug Rae

David Huck Register Champion

David Walker

Bill Martin Best New Member

Brian Redford

Tar Speed Series

Group 2A/2C under 2 Litre

- 1st Grant Cook
- 2nd Kevin Akers
- 3rd Brian Sutton

Marque Sports Classic u 1.4 Litre

1st Doug Rae

Marque Sports Classic 1.4 - 2 Litre

- 1st Jeff Newey
- 2nd Paul Whitworth

Marque Sports Modern 1.4 - 2 Litre

- 1st Lyall Clarke
- 2nd Wayne Lewis
- 3rd Andrew Ference

Type 1 over 2 Litre

1st Jeff Schmitt

Type 2 under 2 Litre

- 1st Harry Harris
- 2nd David Harris
- 3rd Adam Harris

Type 2 over 2 Litre	1st	Steven Woods
Type 3 under 2 Litre	1st	Warwick Berge
	2nd	Mark de Gioia
	3rd	Christopher Fernance
Type 3 over 2 Litre	1st	Darren Lindsay
Type 4 under 2 Litre	1st	Ryan Bates
	2nd	Matthew Bates
Type 4 over 2 Litre	1st	Mitch Craig
	2nd	Patrick Navratil
Special Vehicles under 3 Litre	1st	Matthew Whitworth
Special Vehicles over 3 Litre	1st	Dylan Gerrish
	2nd	Joel Buckland
Junior Special	1st	Christian Thompson
Motorkhana Series		
Class B	1st	Christopher Fernance
Junior Production	1st	Alex Frodl
	2nd	Nicholas Fernance
	3rd	Christian Thompson
Khanacross Series		
Class A	1st	Kendall O'Connor
Class B	1st	Christopher Fernance
Class C	1st	Terry Perkins
Class D	1st	Russell West
Class E	1st	Steven Woods
Junior Production	Equal 1st	Alex Frodl
	Equal 1st	Christian Thompson
Touring Road Series		
Driver	1st	Bernard Corbett
	2nd	David Miller
Navigator	1st	Madelon Corbett
	2nd	Michael Miller

CAMS CLUB CHALLENGE AUSTRALIA

RINGWOOD PARK Sunday, February 18, 2018

ENTRY'S NOW OPEN

Again as we did in 2017 the MGCCN will be hosting on behalf of CAMS the first round of the CAMS CLUB CHALLENGE SERIES.

The one-day event is a single day team hillclimb, which is being held throughout Australia's six States. Starting at our Ringwood venue and finishing in Victoria at Bryant Park in November.

Entries are OPEN on the CAMS website, for the full details of the Ringwood event, please go to the website front page and follow the prompts.

Read all the information provided INCLUDING the Supplementary Regulations, Guidelines and the F A Q.

The TEAM MANAGER for our Club is David Atkins phone, 02 4956 6200 /0415 963 515 or Email datkins49@optusnet.com.au

Or should you require further information give me a call on 0412 493 711 or email gh.hunter@bigpond.com.au .

Greg Hunter
Clerk of the Course

TIME FOR A LAFF

It was mealtime during a flight on a British Airways plane:

"Would you like dinner?" the flight attendant asked the man seated in the front row.

"What are my choices?" the man asked.

"Yes or no," she replied.

A lady was picking through the frozen Chickens at an ASDA store but she couldn't find one big enough for her family.

She asked a passing assistant, "Do these Chickens get any bigger?"

The assistant replied, "I'm afraid not, they're dead."

Policeman got out of his car and the teenager he stopped for speeding rolled down his window.

"I've been waiting for you all day," the Cop said.

The lad replied, "Well I got here as fast as I could."

When the policeman finally stopped laughing, he sent the lad on his way without a ticket.

A truckie was driving along on a country road. A sign came up that read "Low Bridge Ahead."

Before he realized it, the bridge was directly ahead and he got stuck under it. Cars were backed up for miles. Finally, a police car arrived.

The policeman got out of his car and walked to the lorry's cab and said to the driver, "Got stuck, eh?"

The lorry driver said, "No, I was delivering this bridge and ran out of diesel!"

Telephone rings, woman answers.

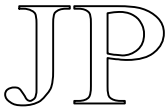
Pervert, breathing heavily, says, "I bet you have a tight arse with no hair?"

Woman replies, "Yes, I have. He's watching the rugby game ... Who shall I say is calling?"

Do you ever wake up, kiss the person next to you, feel glad that you are alive? I just did & apparently I won't be allowed on this airline again!

What did the horse say to the one legged jockey How you getting on.

Merry Christmas to all & sorry about some of the corny jokes!



JENSEN PARTNERS

SOLICITORS

Graeme Jensen has now established a new law firm, JENSEN PARTNERS and is the sole Principal of that firm.

Graeme has in excess of 35 years experience in the legal profession, having been admitted as a solicitor in New South Wales in 1977.

Jensen Partners adopts a practical approach to the law and is committed to the use of plain language and regular communication with clients in servicing their legal needs.

Graeme Jensen has particular expertise in the following areas of legal practice:

Residential and commercial conveyancing, including major strata and land developments;

Commercial leasing;

Corporate and business law;

Criminal law, including Court appearances in the Local, District, Supreme and High Courts.

Litigation;

Wills and Probate;

SMF acquisitions and borrowing; and

Liquor licensing, including new grants, transfers, boundary re-definition and breaches.

Instructions in matters relating to other aspects of the law will also be accepted.

The office of Jensen Partners is located at Carrington and Graeme is available for home or office visits by appointment.

For assistance please contact Graeme on 0419 279 959 or visit our website at www.jensenpartners.com.au

LAND PANEL REPORT

The training roof & new air conditioners were finished just in time for the school training day & being as the temperature was around the 30,s I bet it was well appreciated!

Ringwood has had plenty of action over the past few weeks but Dads Army has still managed to keep the clubs asset looking good with a lot of capital works being completed plus the usual maintenance that goes with a property of this size.

On that note I would like to thank the all he people who have contributed to the upkeep of Ringwood over the past year, whatever input you have had it is greatly appreciated both by myself as land panel chairman but also by the club as a whole, without these volunteers we would not have such a great hillclimb venue.

I wish you all a merry Christmas & a happy new year.

Land panel chairman

Doug Rae

ONE MORE LAFF FOR CHRISTMAS

Three men died on Christmas Eve and were met by Saint Peter at the pearly gates. 'In honor of this holy season' Saint Peter said, 'You must each possess something that symbolizes Christmas to get into heaven.'

The Englishman fumbled through his pockets and pulled out a lighter. He flicked it on. 'It's a candle', he said.

'You may pass through the pearly gates' Saint Peter said.

The Scotsman reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.'

Saint Peter said 'You may pass through the pearly gates'.

The Irishman started searching desperately through his pockets and finally pulled out a pair of women's panties.

St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolize?'

The Irishman replied, 'These are Carol's.

And So The Christmas Season Begins.

SOMETHING A BIT DIFFERENT SEEN AT RINGWOOD RECENTLY

Rob Rowe far left is going to give the lowdown on these historic cars in the next magazine, in the meantime any clues on these magnificent men & machines?

Below. Is the next works driver to be offered a drive? Knowing his love of OLD British cars John Finch maybe going to put in an offer?



Thursday Working Bees

Contact: Doug Rae 0434 141 501

For Sale Mazda MX5 1999 1.8ltr

*New Water Pump & Timing Belt fitted — Torsen 4.1 Limited Slip Diff
 All filters & fluids replaced, plugs and belts replaced — Cold Air Induction
 DBA 4545SL & 4546SL Slotted Disc Rotors Upgrade — 6 point race harness
 Bendix Ultimate DB1282 ULT & DB1283 ULT race pads — Brown & Davis Roll Over Bar
 Whiteline Front and Rear sway bar upgrade — Whiteline Engine Strut Brace
 Unichip ECU and Dyno upgrade 120hp at rear wheels — Cobra Monaco Race Seat
 Yellow Speed Premium Competition Coil Overs Fitted - New Exedy Organic Race Clutch
 Advan A050 Race Tyres & Alloy Rims — Std Road MX5 Wheels & Tyres
 Full suspension upgrade will all bushes replaced, wheel bearings replaced
 Stainless Steel Extractors and 2 ¼ inch straight through exhaust*

Total Spend over \$20,000 For Sale Total Package \$9,000 Ready to Race

Nigel 0417669667



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Cams certificate of description,
 Cortina cross flow 1600
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 with all new parts
 Two new DCOE45 Webers
 New oil cooler
 Full set gear ratios
 All new suspension spares
 New battery & trolley
 Spare moulds for bodywork
 Fully enclosed tandem trailer with new tyres
 New Avon tyres + spare set wet weather wheels & tyres



\$ 40000 Phone Dick Edwards 02 65541180

CLASSIFIED ADS



Classified will be advertised for up to 3 months. If the item(s) is/are sold please contact the editor so the ad can be removed. Once the 3 months has expired contact the editor if you wish to relist your item(s).

WANTED

MGB RoadsterV8- \$25000

I'm currently looking for a V8 MGB Roadster, preferably with the RoverV8 and 5 speed but will consider others. I'm based in NSW but am willing to travel to promising vehicles, road registered cars would be considered a big plus but not vital so long as it is road registrable.

I have cash set aside and waiting for a suitable car, willing to pay a fair market price, and a little more for a really good example. Red, White, Blue or Green are the preferred colours but all colours considered. Car will be used as a father/son/grandson weekend adventure vehicle and tinkering project.

Please contact by email initially as I travel very frequently benjaminhk@gmail.com

FOR SALE

1997 MGF GREY

Motor just had timing belts, water pump, head gasket, new alternator and belt
Suspension upgrade(aussie kit) Good tyres Current rego NSW 10/01/18
\$4250.00 ONO

Will consider offers for major parts eg. Engine
\$1200.00 - suspension\$1500.00
Wheels & tyres \$10000.00
(M)0429450548 (H) 49477766



Also for sale

Suzuki DRZ 250 2010 model 2540 ks New tyres intermediates (road and dirt also a set of dirt tyres 90 % good) \$4000.00 ono . Rego 24th May 2018

CLASSIFIED ADS



"BARN FIND" MGB

1971 MGBL last registered 1979. This car has always been garaged and as a result there is no rust. The following new parts have been fitted. Water pump, fuel hoses, water hoses, distributor, master cylinders, pedal pads and springs, brake and clutch hoses, clutch and rear brake cylinders. fuel tank, sender unit, fuel pump, mufflers. The cylinder head has been reconditioned and modified for unleaded fuel. the carbie reconditioned, the front suspension and front brakes totally dismantled and rebuilt The car could be driven for many years as is, provided the tyres are replaced. Or due to its originally, rebuilt to concours standard.



\$14,000.00 which is a reasonable figure compared to an average MGB for say \$8000.00 which requires rust repairs. This is a private sale.

Bruce Smith Ph 9875 1144

MGB Mk1 registered with the Canberra MG Club under historic registration No. 464. The car is a very early example of the Mk1 built in Australia and the engine and body compliance plate are both stamped number 2108. We believe the car was assembled in late 1964 and has a five bearing engine, pull door handles, roll bar and comes with its original soft top and tonneau cover. We have had the Nurberg White MGB for 17 years and appear to be the second owner. The MGB Mk1 has been well maintained and has been preserved in its original condition with low mileage of 37,505, registered in May 2017 (NSW registration). We also have an original customised hardtop that has never been used and other extras. There is also an additional new/unused soft top, tonneau cover, skirt and used ribs available. We would prefer the car to be sold to another MG enthusiast if possible. Genuine buyers with offers around the \$18,000 mark. If anyone in your club is interested in acquiring a unique original car please contact us at: netteandme@hotmail.com M & A Hillier

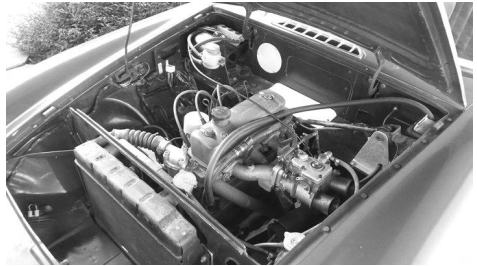
1967 MGB

\$16,000 ONO

Built for Targa NZ.1850cc.
 Close Ratio Gear Box CAMS
 Compliant full or half roll
 cage. CAMS log booked.
 4.6/3.9 LSD's. Balance Bar
 brake adjuster. Lots of Extra's
 (Original Seats, Hard & Soft top, Mo-
 tors,
 Heads etc) Would comply with group
 SB



Contact Phil Horn - 0412020207 Lo-
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